

INTIMATION



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**A. S. WATSON & CO.
LIMITED,**

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BIRTH.
On October 18th, at Shanghai, to Mr. and Mrs. HEINE, MERTENS, a daughter.

DEATH.
On October 19th, at Shanghai, THOMAS HENRY MALCOLM, late Master of the China Navigation Company's S.S. Tamsui, aged 44 years.

ENGLISH OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 25th, 1911.

At a time when civil war has broken out in China it is interesting to glance at the teachings of the Chinese Sages on the subject of war, as well as at the famous military classic which contains the rules by which warfare has been governed in China since the fifth century B.C., as they serve to shed light on many things in a Chinese war which in foreign eyes appear ridiculous. Mencius "always advocates a policy of peace and in this respect," says an authority, "he is at one with all the chief state philosophers of the Chinese." He declares that there are no righteous wars, and generally deprecates war, especially a war of conquest. Mr. DYER BALL in his latest book makes an interesting quotation from the writings of LAO TSE in this connection. "Wherever a host is stationed," says the founder of Taoism, "briars and thorns spring up. In the sequence of great armies there are sure to be bad years." This "Conquest against war" goes on to say: "A skilful commander strikes a decisive blow, and stops. He does not dare (by continuing his operations) to assert and complete his mastery. He strikes it, as a matter of necessity; he

strikes it, but not from a wish for mastery." Then there are these further extracts from the *Tao Teh King*: "New arms, however beautiful, are instruments of evil omen, hateful, it may be said, to all creatures." "He who has killed multitudes of men should weep for them with the bitterest grief." Mencius rightly considered war as productive of misery and leading early to ruin, being "permissible only in a case of necessity, and even then its spirit and tendencies must be guarded against." Nevertheless in spite of the chief State philosophers, we have not been of uncommon occurrence in China, and The Book of War, written in the fifth century B.C., by SUN TSE and WU TSE, when China was a conglomerate of principalities in perpetual ferment, remains to this day the most celebrated work on war in the literature of China. Captain E. F. CALTHROP, R.F.A., who published a translation of this military classic two or three years ago wrote of it: "While the chariot has gone, and weapons have changed, these ancient masters have held their own, since they deal chiefly with the fundamental principles of war, with the influence of politics and human nature on military operations; and they show in a most striking way how unchanging these principles are." In the way which were waged at the time this book was written we are told the main factors were personal ambition and intrigue, and not the wishes of the people. "Patriotism or a popular cause, could not, therefore, be relied on to maintain the moral of the levies. Instead of these, what may be called the force of despair is pointed out as the most powerful agent in giving cohesion and energy to an army. The general is urged to take a vigorous offensive; and to act at a distance from his base where defeat means disaster, and where desertion is minimised owing to the distance from home. He should, in fact, burn his boats before an action, or in Chinese phrase, act as one who removes the ladder from under those mounted upon the roof." The secrets of the successful strategist are described by SUN in these terms: "War is a thing of pretence, therefore, when capable of action we pretend disability; when near to the enemy, we pretend to be far; when far away, we pretend to be near. Allure the enemy by giving him a small advantage. Confuse and capture him. If there be defects, give an appearance of perfection, and awe the enemy. Pretend to be strong, and so cause the enemy to avoid you. Make him angry, and confuse his plans. Pretend to be inferior, and enhance the strength, make division in his camp. Attack weak points, and appear in unexpected places." Human nature has not materially changed in China since this was written two thousand four hundred years ago, in the days when "spears were given to the short; bows and catapults to the strong; the bell and drum to the bold; fodder and provisions to the feeble; and the arrangement of the plan to the wise." But in these days of maxims and long-range guns, military balloons and telegraphic communications, an army to be successful has to learn much that is to be beyond the scope of China's classic "Book of War." Captain CALTHROP tells us that though to-day SUN and WU have given way to scientific works of European writers, their sayings have become proverbs, and their influence, he declares, undoubtedly helped the Japanese to victory in the war with Russia. "Belief in the importance of a knowledge of the enemy and his resources, of preparation and training had grown out of a long study of these ancient masters; and since it was the vital importance of a successful issue to the Japanese which, after all, fired their resolution and carried them through, they prove the sage's words that it is the energy born of despair that wins the victory." If we adopt this reasoning we may predict victory for the rebels in the present convulsion, but in such a war other things like good generalship and modern scientific methods of warfare count, so long as there is loyalty and cohesion among the troops. The world will know better what to think when they learn something of the moral of the troops after the first great battle of which we ought to get news to-day.

Mr. A. Fong sends us two interesting photographs of the eclipse of the Sun.

Shanghai is becoming concerned about its food supply, as cargoes have ceased to come down the river.

On Monday the body of a Chinese boy about nine years of age was found in the harbour and taken to Kowloon Mortuary.

H.M.S. *Minotaur* arrived in port yesterday. We understand that the departure of the *Keat* has been indefinitely postponed.

The body of the Chinese who fell overboard from the *s.s. Helene* on the 21st instant was picked up in the harbour on Monday and sent to the Mortuary.

Count Okuma, who has been visiting Sendai, addressed a public meeting attended by over 8,000 persons at the Prefectural Assembly Chamber on Monday morning, the 9th instant. Dr. Takata, President of the Waseda University, spoke first, and Count Okuma followed, his speech lasting over an hour, says the *Japan Chronicle*. Japan was said to have made great strides in civilisation, and the Count, compared with the other Powers of the world, Japan was a long way behind. The national wealth did not increase in proportion to the large expenditure of national expenditure. The export trade of the country was depressed and the Japanese people were experiencing difficulties in living. Japan was now in the position of a man riding on a weak horse, with a long distance to go, late in the afternoon. He must make great haste in order to reach his destination. It was the business-men who must work hard to remedy the present state of affairs. In conclusion the Count referred to the excessively heavy taxation which was bearing upon the people.

THE LAW COURTS.
We learn that the Judges will move into occupation of the Law Courts during the Christmas vacation.

COUNT OKUMA ON JAPAN'S POSITION.
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Messrs. Price & Co., wine merchants, are putting on the market Pocket Flasks filled with G.P. Whisky. A metal cap is screwed to the neck of the bottle.

Sir Claude M. Macdonald, the British Minister to Tokyo, Lady Macdonald and Miss Macdonald and Mr. G. B. Sanson, Assistant Japanese Secretary of the British Embassy, Tokyo, are on a tour in Manchuria and Korea.

At the Marine Magistrate's Court yesterday the owners of two Chinese boats were charged before Commander Beekwith, R.N., with unlawfully using their boats without a licence. Defendants were convicted, and a fine of \$2 each was imposed.

The Chinese Director of the Kirin-Changchun Railway has appointed a French engineer to supersede the Japanese Chief Engineer of the line. Commenting on this the Japanese paper at Dairen says:—"Evidently, the Director has scant confidence either in the character or ability of the Chief Engineer, who, together with the Chief Accountant, has been engaged by China, under a treaty obligation to Japan. The Director has now openly called into question the technical qualification of the Chief Engineer, and apparently refuses to take any notice of him. This is a pretty way of treating a Japanese whom China once singled out as the man of her choice and asked for Japan's consent to his appointment. What we are curious to make sure of is whether Director Li has been insulting the Chief Engineer before the world on his own responsibility or with the passive cognizance of the Peking authorities. It is time, we should think, that, in whichever event, Japan shall step in and call a halt to this public insult to a Japanese gentleman whose services China agreed to engage in terms of a Treaty and, in this particular instance, by her own choice."

IMPRESSIONS AT THE MAGISTRACY.
BY A CHINESE.

We have received from a Chinese who studied in America and has been to England and other countries, and is now living in Hongkong on his means, some "impressions" of the Magistracy, which he says he attends frequently to observe the proceedings. These impressions are not written in a manner suitable for publication, but they amount in short to a plea for more considerate treatment of Chinese offenders in the Senior Magistrate's Court. The following extract may be quoted:

"I see this Magistrate always finishes a case very quickly, and the story of the policeman is always the only true story he can hear, the poor prisoner's story is not considered by him at all. The punishment is always too great. A poor woman who has gathered on the hillside some dry small branches of trees is at once fined \$3, or seven days hard labour. A sampan woman with a child in her arms is fined \$5 or seven days for putting her boat in the wrong place. Some small boys who sell tea or peanuts in the street, who bring their mothers and brothers to the Court with them, are fined \$3 or seven days because they had no right to sell in the street. Perhaps forty small boys are fined \$4 each, or one month. Between the 30 or 40 of them I don't think you will find more than 24 altogether. The tea and peanuts of the little boys are not worth more than 20 cents. There are plenty other small cases in which the fines are too large and the imprisonment too long. Why should the Magistrates be so hard on these poor people? Is it because they are Chinese? Besides, is there no pardon at all in Hongkong, instead of sending these poor people to jail? In your country, in many cases when a man is charged a first time for small cases the Magistrate nearly always lets him go after giving him a good scolding. Why don't they treat us Chinese in the same way? There should be some pardon sometimes."

Though we afford publicity to this extract from our correspondent's letter, we do not endorse his opinions. He cannot fail to have gathered from his frequent visits to the Courts that such offences as he names are very common. They are seldom committed in ignorance of the laws and regulations of the Colony, and in assessing the punishment in such cases it is the duty of the Magistrate to have regard to its deterrent effect upon others who are similarly inclined to treat the law with scant respect. If the leniency our correspondent advocates were habitually shown, these cases, it is certain, would become far more numerous than they are now. Where a lenient view of a case can safely be taken, the Senior Magistrate seldom neglects to take it.

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TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE]

THE REVOLUTION.

THE IMPENDING BATTLE.

Shanghai, October 23rd.

Consular telegrams state that the Imperialists who retired from Hankow before the rebel forces have further withdrawn to kilometre 64 on the railway, evidently for the purpose of joining hands with General Yin Chang's force, which is to-day at Siaokan, according to Chinese official reports.

[Siaokan appears to be about 25 miles North of Hankow.]

IMPERIALIST SUCCESS.

LATER.

General Yin Chang, Commander-in-chief of the Imperial Forces, reported a success over the rebels last Friday and Saturday at Hsiyangchow.

KIUKIANG CAPTURED BY REBELS.

Kiukiang is reported to have fallen last night. The Yamen and telegraph office have been burnt, and communication is cut off.

CONTRADICTORY REPORTS

ABOUT CHANGSHA.

There is considerable doubt regarding the reported fall of Changsha. A telegram from the Governor of Hunan to the Viceroy of Nanking, dated the 23rd instant, states positively that all is quiet in Hunan.

SHANGHAI RECRUITS FOR REBEL ARMY.

Local Chinese hotheads are leaving for Wuchang to join the rebels.

["THROUGH REUTER'S AGENCY"]

GERMAN TROOPS AND CHINESE MOB.

LATER.

London, October 24th.

In reply to inquiries the German Admiral telegraphed that on the night of the 12th instant a Chinese mob attempted to plunder the German Settlement.

A landing party routed the mob with the butt end of their rifles, no one being hurt.

CHINESE LOAN SUSPENDED.

LATER.

London, October 24th.

Reuter learns that owing to the revolution the negotiations for the Chinese Currency Reform Loan of ten millions have been suspended. A clause in the contract enabling the Banks to delay the loan on account of force majeure is considered applicable at present.

THE MEDITERRANEAN WAR.

ARAB TREACHERY.

LATER.

London, October 24th.

The Italian outposts at Tripoli are still being frequently attacked, and were engaged for several hours to-day.

A number of Tripoli Arabs have been treacherously firing in the rear of the Italian troops.

Reuter's correspondent at Rome telegraphs that two officers made a reconnaissance on a monoplane at Tripoli and discovered four Turkish camps eight miles beyond the Italian outposts.

THE CRYSTAL PALACE.

LATER.

London, October 24th.

At a meeting held at the Mansion House it was decided to purchase the Crystal Palace for the nation.

The Lord Mayor is issuing an appeal to local authorities.

TELEGRAMS.

["THROUGH REUTER'S AGENCY"]

THE BRITISH CABINET.

RECONSTRUCTION.

LATER.

London, October 24th.

The Right Hon. R. McKenna has resigned his office as First Lord of the Admiralty, and the Cabinet has been re-constructed as follows:

Earl Carrington becomes Lord Privy Seal.

The Right Hon. R. McKenna becomes Home Secretary.

The Hon. Winston Spencer Churchill becomes First Lord of the Admiralty.

Mr. C. E. H. Hobhouse is given a place in the Cabinet as Chancellor of the Duchy of Lancaster.

The Hon. Walter Runciman becomes President of the Board of Agriculture.

The Hon. Joseph A. Pease becomes President of the Board of Education.

The other appointments outside the Cabinet are:

Mr. T. McKinnon Wood becomes Financial Secretary to the Treasury.

Mr. E. D. Acland becomes Foreign Under-Secretary.

The Right Hon. Alfred Emmott becomes Under-Secretary for the Colonies.

Lord Lucas becomes Parliamentary Secretary for the Board of Agriculture.

Mr. J. H. Whitely, M.P. for Halifax, will be proposed Chairman of Committees in the House of Commons, vacant by the promotion of the Right Hon. A. Emmott.

BYE-ELECTIONS.

NEW PEERS.

THE COUNTRY SURPRISED.

LATER.

London, October 24th.

Bye-elections are involved at Oldham, South Somerset, and East Bristol.

The Right Hon. A. Emmott and Sir E. Strachey are to receive peerages.

THE COUNTRY SURPRISED.

LATER.

London, October 24th.

The re-shuffling of the Cabinet has come as a surprise, especially the exchange of the Right Hon. R. McKenna and the Right Hon. Winston Churchill, which is chiefly commented upon, occasioning a curious conflict of opinion.

While a section of the Conservatives considers Mr. Churchill's appointment as a victory of the "Little Navyites," the *Morning Post* says that it is an indication that the Government is beginning to recognise the extreme urgency of the question of national defence, and pays a tribute to Mr. Churchill's abilities and strength of purpose.

The *Daily Express* congratulates the country upon the change and believes that the Admiralty will regain the confidence of the public.

The *Daily Mail* makes a comparison with Mr. Chamberlain in 1895 taking an inferior post in anticipation of making history.

"Possibly Mr. Churchill believes that in the near future the Admiralty will be even more important than the Colonial Office was in 1895."

The *Daily Graphic* says that the change will be profoundly unpopular in the Navy. Mr. Churchill was the bitterest opponent in the Cabinet of Mr. McKenna. Admiral Sir John Fisher and he were in constant communication with the malcontents in the Navy and advocated the building of King Edwards in preference to Dreadnoughts.

The *Daily Chronicle* states that when Lord Tweedmouth resigned, Sir John Fisher used his influence to induce Mr. Churchill to take the post.

The *Daily News* offers no comments, but thinks that the exchange is due to personal tastes and considerations not known to the public.

The *Morning Leader* says that Mr. Churchill was the pledged apostle of economy, and thinks that he was chosen in view of the delicate situation. When the German programme is completed, it hopes that he will negotiate a reduction of armaments.

Altogether the newspapers think that Mr. Churchill has a great opportunity and that his attitude is one of expectancy as to how he will use it.

THE TURF.

LATER.

London, October 24th.

Hornet's Beauty has been scratched out of the Cambridgeshire Stakes.

TELEGRAMS.

["THROUGH REUTER'S AGENCY"]

CHINESE CRUISER LAUNCHED.

LATER.

London, October 24th.

Miss Amy Liu, the daughter of the Chinese Minister to Great Britain, christened the Chinese cruiser *Chacho* launched to-day. The cruiser sails in January for China.

Sir Andrew Noble said that was the 27th ship built for China. It would be the most up-to-date vessel of its type.

His Excellency Liu Yu-lin expressed his entire satisfaction with the *Chacho*.

Mr. Wu, son of Dr. Wu Ting Fang, dwelt on the importance of training the Chinese Navy. The only "yellow peril" existing was that of Powers gratuitously attacking the honour and integrity of China. There was no more peaceful nation in the world than China.

RAILWAY COMMISSION'S REPORT.

LATER.

London, October 24th.

It is announced that the Executive of the railwaymen are to meet in London on the 30th instant to consider the Commission's report.

It is feared that if the militants get the upper hand it will cause a worse industrial upheaval than that which occurred in August.

EARL GREY'S SERVICES RECOGNISED.

LATER.

London, October 24th.

H. M. the King has invested Earl Grey, late Governor-General of Canada, with the Grand Cross of the Order of the Bath.

THE RECTORSHIP OF EDINBURGH UNIVERSITY.

LATER.

London, October 24th.

Lord Minto and the Earl of Crewe are nominated as candidates for the Lord Rectorship of Edinburgh University.

DEAR FOOD AND PROTECTION IN GERMANY.

LATER.

London, October 24th.

The Reichstag has debated certain Dear Food interpellations.

Dr. Bethmann-Hollweg, replying, said the only object of the interpellations was to destroy German's protective system. This the Government would resolutely resist. He attributed the dearth of food to drought.

The speech was punctuated with cheers from the Right and uproar and hisses from the Socialists.

OBITUARY.

LATER.

London, October 24th.

The death of the Earl of Onslow, Chairman of Committees of the House of Lords, is announced.

BOXING.

LATER.

London, October 24th.

The Frenchman Carpentier beat Young Joseph, the English welterweight champion, in the eleventh round on points at Southwark. The stake was £300.

DANGER OF OVER-EXERCISING.

LATER.

London, October 24th.

If you will take notice, you will observe how common it is for former athletes to succumb to some germ disease. It is not because they were athletes, but because, as athletes, they expended energy instead of making and storing it. I do not believe that any contestant in that heart-breaking stunt, the Marathon run, will ever have in him reserve force to withstand a severe attack of disease germs. At an age when he needs force and endurance it will be found wanting. The heart has expended much of its intended reserve force. When called upon at 45 years of age to put latent energy it will not be able to do so; it was stretched and enlarged so much at its growing period that it has become soft and inelastic.

The man who has led a sedentary and careless life, and who, when told he is getting too fat at once jumps into some form of violent exercise, is injuring himself—throwing away all chances of making himself germ-proof. What such a man needs is slow, comparatively effortless exercise, such as walking or moderate swimming. But it must be kept up systematically—as regularly as his sleep.

The man who accumulates dollars by the bag and fat by the day usually wants to get rid of his fat in the same manner—by rush and hurry. Then something inside him goes wrong, microbes enter his system, and his bags of dollars.—Dr. William Lee Howard in *Newsweek*.

LATEST STEAMER MOVEMENTS.

LATER.

London, October 24th.

The I.G.M. str. *Torch*, which left here on the 20th inst. at 4 a.m., arrived at Shanghai on the 23rd inst. at noon.

The C.P.B. Co's str. *Montague* left Yokohama on the 22nd inst. at noon for Victoria and Vancouver, B.C.

The H.A. Line str. *Sengaimba* left Shanghai on the 24th inst. a.m., and may be expected here on or about the 27th inst. a.m.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present: Hon. Mr. W. Chatham, C.M.G., Vice-President, Colonel Bedford (Principal Medical Officer), Dr. G. H. L. Fitzwilliams, Mr. Lau Chu Pak, Mr. Ng Hon Tsz, Dr. F. Clark (Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

TRAINING OF NULLAHS.

The following letter was received from the Government relative to the training of nullahs in 1912:

To reply to your letter of the 1st ult., I am directed to inform you that His Excellency the Governor has decided to request the Legislative Council to vote in connection with the 1912 estimates the sums of \$3,000, \$7,400 and \$800 to provide for items 1, 2 and 3 (the training of a stream on Pokfulam Road, the training of streams at Shenkwan, and improvements on May Road), respectively, in the report enclosed in your letter. The remaining items will be considered later.

The President stated that the recommendations of the Select Committee of the Board relative to the training of nullahs for the prevention of malaria included five items. The reply of the Government showed that they proposed to deal with a start with three of them, and the remaining items would be considered later. The letter was laid on the table.

QUEEN'S ROAD SHELTERS.

The Board considered the following letter from the Government relative to certain shelters over the footway in Queen's Road Central:

I am directed to forward the enclosed copy of minutes by the Director of Public Works and Head of the Sanitary Department dated 25th August and 2nd ult., respectively, concerning certain shelters over the footway in Queen's Road Central, and to state that the Crown Solicitor has advised that *prima facie* these shelters are encroachments. They are, however, to some extent a convenience to the public, and His Excellency the Governor will therefore be glad to learn, before further action is taken in the matter, whether in the opinion of the Board the removal of these shelters is necessary or desirable in the interests of sanitation.

The REGISTRAR-GENERAL, minuted—I go further than the Director of Public Works. They are a very great convenience to the public.

The President said the Government had requested the opinion of the Board regarding the maintenance of corrugated iron shelters along Queen's Road. These shelters prevented pedestrians from getting wet as they passed from one verandah to another on a rainy day, and they also saved passengers from getting rubbish dumped on their heads. The objection to them was that rubbish was dumped on top of them. He suggested that they should be removed because they were very dirty, and it appeared to be nobody's business to clean them from time to time. He did not, however, wish to press his views, and wished to hear whether members thought they should be retained as a convenience, with possibly certain safeguards, or whether they should be removed.

Mr. LAU CHU PAK—As long as there is no danger to the health of the public I think they should be retained.

In reply to Dr. Fitzwilliams, The President said it was not the duty of the Board to keep these roofs clean.

Mr. LAU CHU PAK—The owners' attention can be called to them.

Dr. FITZWILLIAMS—Owners might be threatened if they do not keep the shelters clean they will be removed.

The President—There is some difficulty in knowing who the owners are. It is not quite certain whether they belong to the public or to landlords. If we told the landlords of adjoining houses to keep them clean they might disclaim all responsibility and say they do not belong to them. As far as I am aware, they were not put up by the Public Works Department.

Mr. LAU CHU PAK moved that the structures be allowed to stay, and that the owners be warned to keep them clean.

Mr. NG HON TSZ seconded, and the motion was agreed to.

REMOVAL OF CEILINGS.

The MEDICAL OFFICER OF HEALTH submitted the following minute relative to the removal of ceilings, stair-linings and wainscoting from all premises licensed hereafter for the preparation, sale or storage of food:

I have the honor to recommend that the Board should require that all premises which are hereafter licensed for the preparation, sale or storage of food should be free of ceilings, stair-linings and wainscoting. These appliances facilitate the housing of rats on the premises, and our experience in house-cleaning shows that rats are found more frequently on premises which store foodstuffs than elsewhere. The rule would apply to houses, restaurants, bakeries, poultry, meat, vegetable and fruit licences, and other similar places, and would be a distinct advantage as an anti-plague measure.

The REGISTRAR-GENERAL—I am against including restaurants. I would include confectioners' shops, which are not licensed but store a good deal of food.

The President pointed out that the Sanitary Board some two years ago passed a resolution that all ceilings and stair-linings throughout the city should be gradually removed, but on the advice of some of the members of the Board this was given up, as it was found a very difficult thing to do. But he thought the present proposal to deal with only such places where rats were bound to congregate would meet with members' approval.

Mr. LAU CHU PAK said a similar measure was discussed by the Board in March, 1907, when members, after going through the scheme carefully, decided not to adopt it. At the time the *Daily Press*, in a leading article, adversely criticised the measure, and there was also a Government ruling against it. Now the measure was submitted for the Board's consideration in an amplified form by including the removal of wainscoting and stair-linings. In almost every domestic building food was in preparation or stored to a smaller or greater extent, and he presumed the measure, if adopted, would in time disturb the principal Chinese firms in Bonham Strand and the silk stores in Jerrold Street. Personally, he doubted whether rats could be largely accommodated inside (the ceilings of Chinese hotels and restaurants, if his information was correct, the floors of these buildings were laid with thick tiles and the spaces between the tiles were filled with cement mortar, so that unless rats could climb the bare walls they could not get between the ceilings and the tiled floors. And even if they did get inside it would not be easy for them to run through the tiles. The wainscoting, as members were aware, was not the elaborate sort seen in European buildings, and the empty space between the wainscoting and the walls was only about half an inch wide, scarcely wide enough to comfortably accommodate rats. The access to this space could be easily cut off by removing a few inches of wainscoting close to the ground and filling the gap with cement mortar. He thought that ceilings, wainscoting and stair-linings, so far as the harbouring of rats was concerned, were not so bad as they were represented to be. Rats were to be found in every domestic building, and would be so long as human beings lived under a covering; therefore the destruction of these things would not effectually wipe out their existence. The measure, if adopted, would not only inflict great hardship and loss, but it would also upset business arrangements and frighten customers away. Therefore he would not be a party to a scheme which all along he had considered drastic.

Mr. NG HON TSZ thought that such a measure would be very objectionable, and he wished to know how the Medical Officer of Health would enjoy his dinner under a shower of dust. There were many cases of plague this year in Centre Street, and rats were certainly not to be found in that locality on account of the food stored there, as the people in that vicinity were too poor to keep any stores. This showed that places where food was stored were not the only places where plague occurred. He thought that no member of the Board would like to sleep in a room without a ceiling. Not only did the cracks in the floor allow the dust to fall through, but the occupants on the floor above could look through to the room below. He thought this objectionable scheme might be done away with if tenants of houses were warned that they must keep their premises clean and exterminate rats.

The MEDICAL OFFICER OF HEALTH stated that in 1903, when the Public Health Ordinance was passed, the Government, with the concurrence of the Board, prohibited the erection of ceilings and stair-linings in new buildings. It was true, as Mr. LAU CHU PAK said, that the speaker's instigation, the question of the removal of ceilings was brought up, and the Board then decided that it was not prepared to take any action. In 1908, however, when he (Dr. Clark) was at Home the Board reconsidered the question and reversed its previous decision, for they passed a series of by-laws authorising the compulsory removal of ceilings and stair-linings in any district which the Board chose to designate for that purpose. Those by-laws were subsequently confirmed by the Legislative Council, receiving not only the approval of the Board, but also the approval of the Legislative Council and the Governor. Therefore he did not think it could be said that he was bringing up a question which was settled once and for all in 1907. With regard to the opinion of Mr. LAU CHU PAK that food on premises had nothing to do with the presence or absence of rats, he was afraid he must strenuously differ from it. Rats were attracted by food, and where there were large quantities of food such as in eating-houses and bakeries, there were naturally more rats than in an ordinary domestic building. It was a mistake for him to have mentioned restaurants in his minute, because restaurants were not licensed by the Board, and the condition he mentioned had been in force for some years past, and there had not been the slightest difficulty or protest of any sort or description. He did not see any reason for including confectioners' shops in such a resolution as this, as they contained practically nothing but tinned food, but for ordinary licensed premises he thought it was a very reasonable and feasible suggestion.

The President thought it was only right that the Board should attach great importance to the views expressed by the two Chinese representatives, but in view of what the Medical Officer had said, he thought a great many of the remarks of the former gentlemen did not apply to the case. Their reasoning was confined chiefly, he thought, to restaurants, and these had, for quite a number of years past, to remove their ceilings and stair-linings before they were able to get licences. Therefore the question was confined to places such as bakeries, premises on which offensive trades were carried on, and premises outside markets which were licensed for the sale of fruit, vegetables or meat.

The MEDICAL OFFICER OF HEALTH moved that ceilings, stair-linings and the lower portion of wainscoting should be removed from all premises licensed hereafter by the Board for the preparation, sale or storage of food. He pointed out that this would not affect existing licensed premises.

Colonel BEDFORD seconded, and the motion was agreed to.

VACATION LEAVE. Inspectors Pearson, Ward and Coysh applied for long vacation leave.

The Board decided to recommend the Government to grant leave to the applicants on the return of the three inspectors now on leave.

TRANSFER OF A FRUIT LICENCE. Application was made for permission to transfer a fruit licence at No. 2, King Shan Lane, Shaikwan, from Chan Kwong to Chan Chi.

The REGISTRAR-GENERAL—I do not agree to the transfer.

The REGISTRAR-GENERAL—I think the transfer might be allowed. The proper course is to prosecute the man if he breaks the law; not to close the business.

The REGISTRAR-GENERAL regretted that the Registrar-General was not present, as the whole point turned on the fact that he and the Registrar-General, who were appointed a select committee, differed. Mr. Wolfe could not help saying that it seemed to him most unwise that the Board should license certain premises on certain conditions when they knew beforehand that the conditions had not been complied with. He could not understand why they should license a man with a view to running him in on such particular occasion when he failed to comply with the conditions, and he thought the better plan would be not to license the premises at all. In this case the licence was held by the brother of the present applicant, who, during the absence of his brother carried on the business on the pavement. The inspector in charge at Shaikwan reported unfavourably on the application.

On the motion of the VICE-PRESIDENT, seconded by Dr. FITZWILLIAMS, the application for a transfer of the licence was refused, and the original licence was allowed to remain in abeyance for a period of three months.

MORTALITY STATISTICS. For the week ending October 7th the death rate of the Colony showed a percentage of 22.8, as against 23.5 for the corresponding week of last year.

BAZAAR AT THE CITY HALL.

The annual sale of work in the interest of the French Convent took place at the City Hall yesterday afternoon. As usual, there was a very fine collection of beautiful needlework and fancy articles made by the inmates of the Convent, and these being tastefully set out on the various stalls made a fine display. The ladies of the Colony gave their services freely as saleswomen and as purchasers, and the bazaar proved very successful. Unfortunately the state of Lady Lugard's health did not permit her Ladyship to open the proceedings, as was anticipated, but her Lordship Bishop Pozzoni declared the bazaar open in a few appropriate words, and the business of buying and selling proceeded briskly, there being a good attendance, chiefly of ladies. The stallholders and their assistants were as under:

Refreshment stall—Mrs. Ross, assisted by Mrs. Looker, Mrs. Newall, Miss Tomes, Miss H. Tomes, Miss Eyres and Miss M. Eyres.

No. 1 stall—Mrs. Gordon, assisted by Mrs. Macgregor and the Misses Gordon.

No. 2 stall—Mrs. Tomes, assisted by Mrs. Pollock, Mrs. Hastings, Mrs. Bird, Mrs. Hancock and Mrs. Ram.

No. 3 (French) stall—Madame Berindogoe, assisted by Madame Paillard, Fran Voretzsch and Fran von Wiser.

No. 4 (French) stall—Madame Thomas, assisted by Madame L. Hurtado, Madame de Roux, Madame Detmers, Mlle. Leoble and Mlle. Thomas.

No. 5 stall—Mrs. Lammert, assisted by Mrs. R. Chapman, Mrs. Main, Mrs. Coppin, and Mrs. Smyth.

No. 6 stall—Miss Wallace, assisted by Mrs. Jackson, Mrs. Harding, Mrs. Harrier, Mrs. Holyoak, Miss Armstrong, and Miss Harrier.

No. 7 stall—Mrs. Jordan, assisted by Mrs. Valpy and Mrs. Barrington.

No. 8 stall—Mrs. Chatham, assisted by Mrs. Phelps, Mrs. Black, Mrs. Wolfe, Mrs. Craddock, Miss Harris, Miss E. H. Potts and Miss M. H. Potts.

No. 9 (American) stall—Mrs. Bolles, assisted by Mrs. Walker, Mrs. Anderson, Mrs. Hayes, Mrs. Brown, Mrs. Shearer and Mrs. Bowday.

No. 10 (German) stall—Mrs. Just, assisted by Mrs. Hoch and Mrs. Muller.

No. 11 (toy) stall—Mrs. Tulloch, assisted by Mrs. Hamilton, Mrs. Stewart and Mrs. Lindsey.

INTERPORT SHOOTING.

A further practice will be held at King's Park range to-day, commencing about 3.30 p.m.

On Saturday, 28th inst., commencing at 2.15 sharp, there will be a team match between Probables and Possibles for Interport honours, the best ten of each side to count.

The teams are as follows, the Possibles being composed entirely of Navy, Army and Volunteer representatives, and the Probables of Civilians:

PROBABLES. E. Earl (Captain), G. H. Bannerman, A. Henderson, W. Anderson, A. B. West, F. Brown, W. J. Eldridge, W. C. Hill, E. G. Bird, E. H. Earl, E. Stewart, McNab Wilson, F. Deau, G. Gibson, A. Cliver, McClelland. POSSIBLES. C. E. Tucker (Captain), A. Osmar, G. W. Clissold, W. Bryant, J. A. Leadbeater, A. Sargeant, J. Priestland, E. Franks, E. Richards, V. Sorby, E. Chapman, W. Anderson, Bowen (K.O.Y.L.I.), Bain (P.O.), Thompson (P.O.), Captain Scott (H.K.V.C.). Competitors above mentioned who are unable to attend will oblige by informing the Secretary as soon as possible.

ADDRESS ON CONFUCIANISM.

At the recent celebration of the anniversary of Confucius' birthday held at the Tai Ping Theatre, which was tastefully decorated for the occasion, Mr. Lau Chu Pak, the President of the local Confucian Society, addressed over 4,000 enthusiastic followers of the Great Sage (about one third of whom were ladies). Following is a translation of the address:

Ladies and Gentlemen,—To-day being the anniversary of the birthday of China's Great Sage, the occasion should be commemorated by all Chinese in a befitting manner. As you all know, Confucius was one of the descendants of the forty-seventh generation of the Emperor Hsin Yuen. He was only one of the people; yet he continued the teaching of all his forefathers and brought it to perfection. It was due to Confucius that the laws governing the relationship of human society, as well as Principle and Virtue, still exist in China; also, that the mind of the Chinese is still open to improvement; and that China, as an Empire, is still conscious of what is justice. If Confucius had not been born to the world, China would have been without these social relationships without principle, virtue, conscience, or justice; and civilization in the country would have come to an end long ago. To his teaching then do we owe the fact that civilization still exists in China. Although there are to-day some people who are unfaithful, unfraternal, unprincipled, and unrighteous, these we all know, have not received the teaching of Confucius which, if followed, would in time imperceptibly improve the mind and remind one of the existence of Conscience and Justice. It will be seen that instruction is the life and soul of an empire; consequently Confucius laid stress on his remark, "There being instruction, there will be no distinction of classes." Mencius also said, "If one is comfortably lodged without being taught at the same time, he becomes almost a beast." When he went to see King Wei of Leung, Mencius said, "Let careful attention be paid to education in schools, to the inculcation especially of the filial and fraternal duties." Again, when he saw King Suen of Tsai, he made the same remark. Such being the intentions of Confucius, when he was asked what might be done for the masses, he replied, "Enrich them and teach them." In the Han Dynasty a statesman named Luk Ka advised the King-Ko Tso to study literature. His Majesty replied: "I conquered my kingdom by battles won on horseback; of what use is literature?" Where, upon the statesman said to the King: "No doubt your Majesty conquered the kingdom on horseback, but can you govern your kingdom on horseback?" When the king heard this remark he at once devoted himself to promoting education, and during the time he was on the throne he diligently studied the teaching of Confucius. It will thus be seen that although heroic monarchs may conquer kingdoms by prowess and strength, yet the governing of kingdoms must depend on education. This Society, being mindful of Confucius' intentions, directs its attention first to the work of establishing schools and sending forth preachers.

With regard to the former, the Society has established eleven schools, the number of scholars in each averaging between 100 and 200. Thus over 1,000 boys are being taught gratis. As to results, they have proved very satisfactory. In the examination of all schools in Canton conducted by the Chinese authority last year, about 70 schools were classed as "very good," and only 3 came within the category of "Excellent." Of these three, one was the Society's School at Honan. It will thus be seen that the work of the Society is bearing good fruit. The Society's school committee are doing their utmost to further the work, and have recently appointed a school inspector to supervise the work of its schools. I am confident that the future results will be more gratifying. H. E. The Governor of Hongkong, Sir Frederick Lugard, being mindful that the Chinese youths in the Colony are still in need of proper elementary schools to go to, as those already established are not sufficient to meet the demand, has made a grant out of the Educational Vote for the purpose of assisting the establishment of such schools, and deputed several gentlemen to carefully discuss the matter and persuade the Chinese residents in the Colony to establish additional elementary schools to educate their youths. This coincides with Confucius' teaching. "Let careful attention be paid to education in schools, the inculcation in them especially of the filial and fraternal duties." I therefore sincerely wish that the members of the Society will do their utmost to promote the interest of education. As to preachers, the Society has engaged Messrs. Lui Poy Nam, Chan Tsz Fong, and Ma Wai Po to preach Confucius' doctrines on board the river steamers and elsewhere. Such doctrines are also preached to appreciative audiences at the Society's Hall, Des Vaux Road Central, every Monday, Wednesday and Friday evening. It is the intention of the Society in the near future to extend the field of this work to all parts of the country; and I am confident that the results will be satisfactory. This being the anniversary of Confucius' birthday, we meet here to commemorate the occasion, and as I have the honour to hold the office of President, it is my duty to inform you of the doings of the Society. I earnestly pray that you, ladies and gentlemen, will all be mindful of the doctrines of Confucius, and that Confucianism may shed its light upon the people, saving them from evil practices, teaching them high principles of conduct and guiding them in the paths of righteousness, thus exemplifying the uplifting power of Confucianism and conferring a blessing on China as a nation.

THE REBELLION.

CANTON RUMOURS.

Quite a crop of startling rumours regarding the position at Canton were current in the Colony last evening, among them being one to the effect that rebels had taken possession of a section of the Canton-Hankow railway, and that the Viceroy was calling in the troops from the surrounding country for the protection of the city. Up to the hour of going to press no confirmation of these rumours had been received.

Large numbers of the better-class Chinese continue to come down to Hongkong by the steamers, bringing quantities of baggage with them. The report is current that the rising in Canton is fixed for the 9th day of the 9th moon (October 30th).

DEFENCE OF SHAMEN.

There were no less than eight gunboats lying in the river opposite Shamen yesterday, and on Sunday, when trouble was expected, the members of the Shamen Defence Corps were ordered not to leave the island.

REVOLUTIONARY BANK NOTES IN HONGKONG.

Revolutionary bank notes have already found their way to Hongkong. It is reported that several have been accepted by money-changers here, but whether that be true or not, a case in which some Chinese did not care to accept them came before Mr. H. Ireland at the Magistracy yesterday. It appears that the Hamburg-America Line's *Belgravia*, which had been detained at Hankow to bring down refugees, arrived in Hongkong on Monday. Some money transactions had taken place between the crew and the carpenter, and it is alleged that the carpenter wished to pay them whatever money was due in notes issued by the revolutionary forces in China. The crew refused to accept them, and laying hands upon the carpenter they bound his hands behind him, passed a switch over his shoulder, and then proceeded to tighten it up. The carpenter was rendered insensible, and was taken to hospital with a dislocated shoulder. Several of the crew appeared before the Magistrate yesterday and were remanded until Friday.

The notes have an emblematic design on the back. On the face are two reproductions of Chinese scenes in circular form, and a printed warning states that anyone forging the note will be prosecuted before a magistrate.

A MANIFESTO.

One of the manifestoes of the leaders of the Chinese rebellion is as follows: "We, the citizens of all China, for the purpose of shaking off the yoke of the Tartar conqueror by overthrowing the present corrupt state of anarchy and establishing a republic in its place and at the same time intending to enter upon a more close relation with all friendly nations for the sake of maintaining the peace of the world and promoting the happiness of mankind, hereby declare that:

"First—All treaties concluded between the Manchu Government and any nation before this date will be continually effective up to the time of their termination.

"Second—Any foreign loan or indemnity by the Manchu Government before this date will be acknowledged without any alteration of terms and will be paid by the maritime customs as before.

"Third—All concessions granted by the Manchu Government to any foreign nation before this date will be respected.

"Fourth—All persons and property of any foreign nation in the territory occupied by the citizen army will be fully protected.

"Fifth—All treaties, concessions, loans and indemnities concluded between the Manchu Government and any foreign nation after this date will be repudiated.

By order of Hu Wa Sang, commander of the citizen army of China in the province of Kwangtung.

MEN-OF-WAR AT HANKOW.

The *Shanghai Mercury* on Friday last gave the following list of foreign men-of-war which are now stationed at Hankow, as supplied by a correspondent who had that day arrived from Hankow:

British—Britomart, Thistle, Alacrity, Woodcock, Nightingale, Kinshasa and Calcutta, a total of eight, all lying close to the British Concession.

American—Helena and Villalobos lying off the French Bund.

French—Désirée, lying opposite the French Concession.

German—The cruiser *Leipzig*, and gunboats *Vaterland* and *Tiger*, lying opposite the German Concession.

Japanese—The cruiser *Tanishima*, with Admiral on board, and gunboat *Sumida*, lying off the Japanese Concession.

Chinese river gunboats, seven in number, are lying in a line abreast of the Railway Bund, about two miles from Hankow, along with two torpedo boats.

MEN-OF-WAR AT SHANGHAI.

In addition to the above, the following men-of-war were at Shanghai on Friday:

British—The sloop *Clio* and gunboat *Snipe*. German—The cruiser *Nürnberg*. Russian—The gunboat *Mandjour*.

American—The torpedo-boat *Bainbridge*, *Barry* and *Dale*.

The French cruiser *Duplex*, 7,500 tons, on Thursday left on her way up-river.

The Netherlands Government is at once despatching a man-of-war from Batavia to Shanghai.

ADMIRAL WINSTON TAKES OVER INTERNATIONAL COMMAND. On board his flagship *Alacrity* Admiral Sir Alfred L. Winsloe, British Commander-in-Chief, arrived at Hankow on the afternoon of the 17th inst. (Tuesday). The *Alacrity* anchored abreast of the British Consulate, and later in the day Admiral Winsloe, by seniority, assumed command of all the international forces on shore and afloat. In the evening, he went ashore to the British Concession, and in company with the Japanese Admiral inspected the various concessions and outposts.

Patrols from H.B.M.'s ships and other foreign men-of-war have taken up positions in their respective concessions.

The German Admiral left Nanking for Hankow on Thursday morning on board the *Ilse*. H.M.S. *Newcastle* and the German cruiser *Guinevere* are at present at Nanking. There is also a Chinese gunboat at Nanking, one at Kinkiang and one at Anking.

INTIMATIONS

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SHIPPING

ARRIVALS.

DESWENT, British str., 1952, Jenkins, 24th Oct.—Swatow 23rd Oct.—Man Fat.
HAKATA MARU, Japanese str., 6161, H. Nomura, 24th Oct.—Bongay—October, General—Nippon Yusen Kaisha.
HANGCHOW, British str., 999, Byers, 24th Oct.—Manila 21st October, General—Butterfield & Swire.
KUMANO MARU, Japanese str., 3,144, M. Winkler, 24th Oct.—Nagasaki 20th Oct., General—Nippon Yusen Kaisha.
MISOTANU, British str., 14,000, G. C. Cayley, 24th Oct.—Amoy 23rd October.
MISHIMA MARU, Japanese str., 5,270, A. E. Moses, 23rd Oct.—Yokohama 11th October, General—Nippon Yusen Kaisha.
SHINYO MARU, Japanese str., 7,223, H. S. Smith, 24th October—San Francisco 27th Sep., General—Toyo Kisen Kaisha.
SZECHEW, British str., 24th October—Canton.
YUENANG, British str., 1,128, P. H. Rolfe, 24th October—San Francisco 21st Oct., General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
24th October.
Anglia, German str., for Swatow.
Glenale, British str., for Amoy.
Hakata Maru, Japanese str., for Kobe.
Mishima Maru, Japanese str., for Singapore.
Sichuan, French str., for Haiphong.
Tingpan, British str., for Chiofo.
Triumph, German str., for Heliow.

DEPARTURES.

24th October.
AUSTRIA, Austrian str., for Singapore.
BELGIA, German str., for Shanghai.
CHITEN, Chinese str., for Shanghai.
DUMBA, French str., for Shanghai.
HAIPHONG, British str., for Swatow.
HONGKONG, French str., for Haiphong.
KAIPO, British str., for Manila.
Kure, British str., for Singapore.
Kwongswa, British str., for Shanghai.
SAINT PATRICK, British str., for Singapore.
TONKIN, French str., for Europe, &c.

PASSENGERS.

ARRIVED.
For Yuenang, from Manila, Messrs F. Biei, C. F. Amey, A. O. Luetke and P. Jant.
For Tientsin, from Hongkong, from Shanghai, Mr and Mrs L. Lewis, Capt. Brierley, Mr E. Siegfried, Mrs R. Wilde, Mr Baulf, Mr Pacheco, Mr J. B. Yach, Mr Geryn, Mr F. Halenmann, Mr and Mrs Segal Y. Lau.
For Kumano Maru, from Japan, &c., for Hongkong, Mr and Mrs Dickson and 2 children, Mr H. Dawson, Mr H. Reeves, Mrs Mathieson and 2 children, Mr H. C. Brown, Miss A. Swann, Mr and Mrs Waring, and Mr J. Levy.
For Mishima Maru, from Japan, &c., for Hongkong, Mr and Mrs E. T. Williams and child, Mrs R. Cooke, Capt. Des, Mrs Edwards, Miss W. Edwards, Mr and Mrs Ulen, Dr. and Mrs Shenau, Miss Shenau, Mr and Mrs F. S. Hooker, Mr Blix, Mr I. Honda, Mr N. Taka, Mr G. Furusawa, Mr Soh, Mr G. Hori and Mr K. Sawamura.
For Shingo Maru, from San Francisco, &c., Mr and Mrs C. P. Allen, Mrs Geo. H. East, Mr and Mrs F. D. B. Bates, Messrs F. D. and W. Bonner, Miss K. Booth, Miss K. Brayton, Mrs N. K. Crane, Mr and Mrs C. D. Clawson, Dr. W. H. Dade, Mr Dobrowol, Mr and Mrs S. Dolliver, Miss Doolley, Mr and Mrs E. F. Egan, Miss Fletcher, Mr and Mrs T. W. Flint, Jr., Mr Noel W. Freeman, Mr and Mrs B. Folson, Mr Golewitz, Mrs H. D. Green, Mr and Mrs J. W. Harrison, Mr E. A. Hoffman, Mr E. F. Horton, Mr M. E. Horton, Miss A. Heitzman, Dr. J. W. Keweenaw, Mr C. C. Keeney, Mrs Will E. Keller, Mr and Mrs C. B. Lewis, Mr and Mrs H. D. Lombard, Mr A. Mack, Miss Julia Mann, Judge A. E. McCabe, Mr M. J. McDermott, Prof. and Mrs C. F. Millipugh, Mrs A. A. Moore, Miss M. Moore, Miss B. Mulholland, Mr M. Mitsushiro, Dr. and Mrs F. J. Nicholson, Miss A. W. Olcott, Miss E. M. Olcott, Mr C. R. Paltipor, Miss Ethel H. Perry, Mr and Mrs F. C. Preston, Mrs J. H. Freeman, Mr R. Rameau, Mr and Mrs Morgan Ross, Mr and Mrs W. D. Sanborn, Mr C. C. Sison, Captain H. Spear and Mr T. Tanski.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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THE Steamship

"DEVANHA,"
Captain W. R. Hickey, carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 29th Oct., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MACEDONIA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all Cargo for France, Tote and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "MOIRA," due in London on the 9th December, 1911.
Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 20th October, 1911.

"SHIRE" LINE OF STEAMERS, LTD
FOR LONDON AND ANTWERP.

THE Steamship
"FLINTSHIRE,"
Capt. G. C. Candy, will be despatched for the above mentioned Ports about 11th November.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd
Agents.
Hongkong, 16th October, 1911.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	ENTIRE	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 23rd inst., at Noon
LONDON & ANTWERP via SINGAPORE, &c.	SUMATRA	Brit. str.	—	W. R. Le Mars	P. & O. S. N. Co.	About 1st Nov.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Candy, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 11th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 11th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	ANGADIA	Ger. str.	k. w.	Leising	HAMBURG-AMERIKA LINIE	On 16th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	SITHONIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERIKA LINIE	On 6th Dec.
HAYRE & HAMBURG via STRAITS, &c.	SENDEMBIA	Ger. str.	k. w.	Kokoru	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAYRE & HAMBURG via STRAITS, &c.	BAYERN	Ger. str.	k. w.	Brohmer	HAMBURG-AMERIKA LINIE	On 8th Nov.
HAYRE & HAMBURG via STRAITS, &c.	FRIEDENFELS	Ger. str.	k. w.	Sandstedt	HAMBURG-AMERIKA LINIE	On 21st Nov.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 6th Nov., at D'light
VICTORIA, C.B. & TACOMA via JAPAN &c.	ATSUTA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 1st Nov., at 11 A.M.
VICTORIA, C.B. & TACOMA via JAPAN &c.	TACOMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 7th Nov., at Noon
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	AWA MARU	Jap. str.	—	Irisawa	NIPPON YUSEN KAISHA	On 14th Nov., at 11 A.M.
NAPLES, GENOA, ALGIERES, GIBRALTAR & SOUTHAMPTON	PANAMA MARU	Ger. str.	—	E. Malchow	MELCHERS & Co.	On 1st Nov., at Noon
VANCOUVER, B.C., SEATTLE & PORTLAND	P. E. FRIEDRICH	Ger. str.	—	J. Mathie	THE BANK LINE, LIMITED	To-day.
VANCOUVER via SHANGHAI, JAPAN, &c.	LUCEBIC	Brit. str.	—	S. Robinson	CANADIAN PACIFIC R. CO.	On 4th Nov., at 7 A.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	1 m.	W. Davidson	CANADIAN PACIFIC R. CO.	On 30th Dec., at Noon
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	KOREA	Am. str.	2 m.	—	PACIFIC MAIL S.S. CO.	On 23rd inst., at 1 P.M.
SAN FRANCISCO via KEELUNG, HAI & JAPAN, &c.	SHINYO MARU	Jap. str.	—	H. S. Smith	PACIFIC MAIL S.S. CO.	On 3rd Nov., at Noon
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHINA	Brit. str.	—	—	PACIFIC MAIL S.S. CO.	On 17th Nov., at 1 P.M.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 27th inst., at Noon
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	H. Bremer	MELCHERS & Co.	On 4th Nov., at 10 A.M.
AUSTRALIAN PORTS	ST. ALBANS	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 11th Nov.
Kobe & YOKOHAMA	BITACHI MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	To-morrow, at 11 A.M.
Kobe & YOKOHAMA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	About 14th Nov.
NAGASAKI, Kobe & YOKOHAMA	TAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-day, at Noon
JAPAN	THIRIKI	Jap. str.	—	H. Koope	JAVA-CHINA-JAPAN LINE	Quick despatch
MEXICAN, PERUVIAN & CHILEAN via JAPAN	HONGKONG MARU	Jap. str.	—	H. Nomura	YOYO KISEN KAISHA	On 13th Dec., at Noon
SHANGHAI, MOJI & Kobe	HAKATA MARU	Jap. str.	—	Hooker	NIPPON YUSEN KAISHA	To-day.
WEIHAIWEI & TIENTSIN	HUICHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th Nov., at D'light
SHANGHAI	LOKSHANG	Brit. str.	—	Benson	BUTTERFIELD & SWIRE	To-morrow, at Noon
SHANGHAI	CHINSHUA	Brit. str.	1 m.	S. Barham	P. & O. S. N. Co.	On 23rd inst., at 4 P.M.
SHANGHAI	ANGADIA	Brit. str.	—	J. B. Harris	BUTTERFIELD & SWIRE	On 23rd inst., at M'night
SHANGHAI	ANNU	Brit. str.	1 m.	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 2nd Nov., at Noon
SHANGHAI	CHOYSHANG	Brit. str.	—	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	On 2nd Nov., at 4 P.M.
SHANGHAI	CHENAN	Brit. str.	1 m.	P. Grosch	MELCHERS & Co.	About 2nd Nov.
SHANGHAI, NAGASAKI, Kobe & YOKOHAMA	PRINCESS ALICE	Ger. str.	—	C. R. Longden, R.N.R.	P. & O. S. N. Co.	About 3rd Nov.
SHANGHAI, MOJI, Kobe & YOKOHAMA	LAZARUS	Brit. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	On 4th Nov., at M'night
SHANGHAI	LYMAN	Brit. str.	1 m.	—	OCEAN WIRE & CO., LTD.	About 10th Nov.
SHANGHAI, YOKOHAMA, Kobe & MOJI	PEKING	Swed. str.	—	Rooy	JAVA-CHINA-JAPAN LINE	About 7th Dec.
SHANGHAI, YOKOHAMA, Kobe & MOJI	CEYLON	Swed. str.	—	—	OSAKA SHOSSEN KAISHA	Quick despatch
SHANGHAI	TJILANAP	Dut. str.	—	—	OSAKA SHOSSEN KAISHA	On 1st Nov., at 10 A.M.
TAMU via SWATOW & AMOY	DAJIN MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	To-day, at 10 A.M.
ANPING via SWATOW & AMOY	SOSHU MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
FOOCHOW via SWATOW & AMOY	CHOSHUN MARU	Jap. str.	—	W. O. Jones	DOUGLAS LARPAIK & Co.	On 27th inst., at 11 A.M.
SWATOW, AMOY & SHANGHAI	HONGKONG	Brit. str.	1 m.	J. W. Evans	DOUGLAS LARPAIK & Co.	On 31st inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	J. W. Roach	DOUGLAS LARPAIK & Co.	On 3rd Nov., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	W. C. Fasmore	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	—	S. Crowley	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
MANILA, CEBU & ILOILO	YUEHANG	Am. str.	—	Pennoforth	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 4 P.M.
MANILA, CEBU & ILOILO	RURI	Brit. str.	1 m.	Teak	BUTTERFIELD & SWIRE	On 4th Nov., at 2 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	—	A. W. Outerbridge	SHENWAN, TONES & Co.	On 7th Nov., at 4 P.M.
MANILA, CEBU & ILOILO	LOONGSHANG	Brit. str.	1 m.	M. C. Smith	JAVA-CHINA-JAPAN LINE	Quick despatch
MANILA, CEBU & ILOILO	TEAN	Brit. str.	—	M. V. Wijk Jurians	NIPPON YUSEN KAISHA	On 31st inst.
BATAVIA, CHERIBON, SAMARANG, &c.	ZAFIRO	Am. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at Noon
BOMBAY via SINGAPORE & COLOMBO	TJUBODAS	Dut. str.	—	Walgal	BUTTERFIELD & SWIRE	To-day, at 9 A.M.
SINGAPORE, PENANG & CALUTTA	WAKARA MARU	Jap. str.	—	E. de Catalano	—	—
SINGAPORE	KUMANG	Brit. str.	—	—	—	—
SINGAPORE	MAUSANG	Brit. str.	—	—	—	—
HAIPHONG	SUNGLANG	Brit. str.	1 m.	—	—	—
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Franch. str.	—	—	—	—

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	"P. E. FRIEDRICH," Capt. E. MALCHOW,	16,000	Wednesday, 1st Nov., at Noon.
SHANGHAI, NAGASAKI, Kobe & YOKOHAMA	"PRINCESS ALICE," Capt. P. GROSCH,	20,300	About 2nd Nov.
MANILA, ANGAUR, Y.A.P., NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	"PRINZ WALDEMAR," Capt. H. BREMER,	6,000	Saturday, 4th Nov., 10 A.M.
Kobe and YOKOHAMA	"COBLENZ," Capt. L. KLUGKIST,	6,750	About 14th Nov.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 21st October, 1911.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD, BREMEN.
TO EUROPE BY THE
MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
"DERFFLINGER"	17,300	ON FEBRUARY 21ST.
"PRINZ EITEL FRIEDRICH"	16,000	ON MARCH 5TH.
"YOROK"	17,000	ON MARCH 20TH.
"PRINCESS ALICE"	20,300	ON APRIL 2ND.
"LUETZOW"	17,300	ON APRIL 17TH.
"KLEIST"	17,000	ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken).
EARLY BOOKING RECOMMENDED.
For Further Particulars, apply to
MELCHERS & Co., GENERAL AGENTS.
Hongkong, 1st September, 1911.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAYING 5 to 7 DAYS OCEAN TRAVEL.

S.S. "MONTAGLE" Calls at MOJI instead of Nagasaki.
From Hongkong.

"EMPERESS OF INDIA" SAT., 4th Nov. "EMPERESS OF BRITAIN" Fri., 1st Dec.
"EMPERESS OF JAPAN" SAT., 2nd Dec. "EMPERESS OF BRITAIN" Fri., 29th Dec.
"MONTAGLE" SATURDAY, 1912.

"EMPERESS OF INDIA" SAT., 27th Jan. "EMPERESS OF IRELAND" Fri., 23rd Feb.
"EMPERESS OF JAPAN" SAT., 24th Feb. "EMPERESS OF IRELAND" Fri., 22nd Mar.

Steamships leave HONGKONG at 7 A.M.
The Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), Kobe, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10 and 1st Class Railway " " " 243 " " 245.
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTAGLE," as per Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Government. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Pedlar Street and Praya opposite Blake Pier.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

GRAVING DOCK
78' x 88' x 34' 6"
Pumps empty Dock in 2 1/2 hours.
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office MANAGERS AND AGENTS.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE "HANSA" Steamship
"FREIENFELS,"
Captain Sandstedt, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.
Optional Cargo will be carried on unless notice to the contrary be given To-day.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.
All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 25th inst., at 9.30 A.M.
No Fire Insurance will be effected by us in any case whatever.
HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 20th October, 1911. [1283]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship
"YOROK,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-day requesting it to be landed here.
No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 26th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 9.30 A.M.
All Claims must reach us before the 30th inst., or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents,
Hongkong, 19th October, 1911. [5]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"CEYLON,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, BOMBAY AND STRAITS.

Consignees of Cargo, by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:
From London, &c., ex s.s. "Harley."
Optional Cargo will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 21st October, 1911.

STEAMERS PASSED THE CANAL.
Oct. 3rd—Carnarvonshire, E. F. Ferdinand, Hitachi Maru, Maclachlan, Palermo, Indragelli, 7th—Achilles, Indragelli, Palawan, Slavonia, Socotra. 10th—Ambria, Benledi, Indragelli, Lethian, Ningchow, Peking, Sithonia, Indragelli. 13th—Busloe, Miyazaki Maru, Princess Alice, Sinter, Tsurana. 17th—Moyuna, Myrmidon, Nippon, Ping Suey, Saradina, Delayed through navigation, Kaituma, Scardina, Asta. 20th—Caledonian, Monmouthshire, Yamato, Kanaka.

ARRIVALS AT HOME.
October 20th—Ajaz, Meinan, Sikh, Den of Crombie, Tango Maru.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA Capt. S. Barcham	About 26th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. W. R. Hickey	Noon. 26th Oct.	See Special Advertisement
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. R. Le Mare, R.N.R.	About 1st Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA	Cap. C. H. Longden, R.N.R.	About 3rd Nov.	Freight and Passage.

E. A. HEWETT,
Superintendent.

Hongkong, 24th October, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, AMOY & SHANGHAI	"HANGCHOW"	On 25th Oct., 3 P.M.
HAIPHONG	"SUNGKIANG"	On 26th Oct., 10 A.M.
SHANGHAI	"CHINHUA"	On 26th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"ANHUI"	On 28th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 31st Oct., 4 P.M.
SHANGHAI	"LINAN"	On 2nd Nov., 4 P.M.
WEIHAWEI and TIENTSIN	"HUICHOW"	On 5th Nov., 11 P.M.
MANILA, ILOILO and CEBU	"TEAN"	On 7th Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Bills of Lading to all Yangtze and Northern China Ports, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE, AGENTS.

For Freight or Passage apply to—
Hongkong, 25th October, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS-GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE, BREMEN & HAMBURG:
S.S. SLAVONIA ... 3rd Nov.	S.S. SENEGAMBIA ... 28th Oct.
S.S. SCANDIA ... 16th Nov.	S.S. BAYERN ... 8th Nov.
S.S. SPZLA ... 2nd Dec.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SEGOVIA ... 14th Dec.	S.S. BACHSEN ... 11th Nov.
S.S. SILESIA ... 27th Dec.	FOR HAVRE & HAMBURG:
S.S. AMBRIA ... 10th Jan.	S.S. ARCADIA ... 16th Nov.
S.S. GOLDENFELS ... 24th Jan.	FOR HAVRE & HAMBURG:
	S.S. FREIENFELS ... 21st Nov.
	FOR ROTTERDAM & HAMBURG:
	S.S. SITHONIA ... 6th Dec.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th October, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE	"MAUSANG"	Wed'ay, 25th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"LOKSANG"	Thursday, 26th Oct., Noon.
MANILA	"KUMSANG"	Friday, 27th Oct., Noon.
SHANGHAI	"YUENSANG"	Saturday, 28th Oct., 2 P.M.
SHANGHAI	"CHOYSANG"	Thursday, 2nd Nov., Noon.
MANILA	"LOONGSANG"	Saturday, 4th Nov., 2 P.M.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMANG" and "FOOKSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Port, Tsingtau, Weihaei, Chefoo, Tientsin & Newchwang.

* Taking Cargo on through Bills of Lading to Kobe, Itoya, Daire, Simpo, Tsuru, Yokohama, Japan, Japan, Japan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to **JARDINE, MATTHEWSON & Co., LTD.,**
General Managers.

Hongkong, 25th October, 1911.

DOUGLAS STEAMSHIP CO., LD

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 27th Oct., at 11 A.M.
"HAIYAN"	Capt. J. S. Roush	TUESDAY, 31st Oct., at 11 A.M.
"HAIYING"	Capt. W. C. Passmore	FRIDAY, 3rd Nov., at 11 A.M.

* Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS, LARPAK & Co.,
General Managers.

Hongkong, 25th October, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMER	Tons	CAPTAIN	DATE OF SAILING
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.

* Triple Screws, turbine engines. * Twin Screws.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE new Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 3rd November, at Noon.

INTERMEDIATE SERVICE.

THE Twin Screw S.S. "NIPPON MARU" 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

STEAMER	Tons	DATE OF SAILING
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th Feb., at Noon 1912
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG:

To LONDON	£71-10-0
To VALPARAISO	£57-0-0

Fares by INTERMEDIATE STEAMER.

To HONOLULU	£20-0-0
To SAN FRANCISCO	£23-0-0
To CHICAGO	£36-10-0
To NEW YORK	£40-0-0
To LONDON via NEW YORK	£43-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG.

on WEDNESDAY, the 25th Oct., 1911, at 9 A.M.

For Passage and Freight apply to
P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	DATE OF SAILING
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WED'AY, 1st Nov., at 11 A.M.
	"SEATTLE MARU"	6,192	WED'AY, 29th Nov., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 14th Nov., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Bill, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVING
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED'AY, 25th Oct., at 10 A.M.
TAMUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 29th Oct., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 1st Nov., at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI, MANAGER.

712-778]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATE
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. M. Harino	7,000	WED'AY, 8th Nov., at Daylight
	ATSUTA MARU Capt. Wm. Thompson	9,000	WED'AY, 22nd Nov., at Daylight
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. B. Kon	7,000	SATURDAY, 4th Nov., from Kobe
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. Iriawa	7,000	TUESDAY, 7th Nov., at Noon
	INABA MARU Capt. S. Tomioka	7,000	TUESDAY, 5th Dec., at Noon
SYDNEY and MELBOURNE via MANILA, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 27th Oct., at Noon
SHANGHAI, MOJI and KOBE	YAWATA MARU Capt. T. Sekino	5,000	FRIDAY, 24th Nov., at Noon
NAGASAKI, KOBE and YOKOHAMA	HAKATA MARU Capt. H. Nomura	7,000	WED'AY, 25th October
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekino	5,000	WED'AY, 25th Oct., at Noon
	HITACHI MARU Capt. T. Yamawaki	7,000	THURSDAY, 26th Oct., 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU Capt. N. Nielsen	7,000	WED'AY, 31st October

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Car. only.

NEW LINE OF STEAMERS

BETWEEN
KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and BANGGON.

The Next Steamer to sail from Hongkong—

"KIRIN MARU," Tons 4,000, CAPT. DEGUCHI, on 2nd Nov.

1912 PASSENGER SEASON—1912

STEAMER	Tons	CAPTAIN	FROM HONGKONG
TANGO MARU	8,000	K. Kowara	February 14th
KAMO	9,000	E. L. Sommer	February 28th
AKI	7,000	K. Homma	March 13th
MISHIMA	9,000	A. C. Moea	March 27th
KAGA	7,000	V. Harino	April 10th
ATSUTA	9,000	Wm. Thompson	April 24th
HITACHI	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Mura	May 22nd

FOR SEATTLE.

INABA MARU	7,000	S. Tomioka	February 27th
TAMBA	7,000	K. Noda	March 26th
SANUKI	7,000		April 9th
AWA	7,000	T. Iriawa	April 23rd
INABA	7,000	S. Tomioka	May 21st

For further information, apply to—

T. KUSUMOTO, MANAGER.

1061-14-40

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS.

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANTUA	11000	March 2	March 8
HIMALAYA.....	7000	February 17	MACEDONIA.....	10500	March 16	March 22
DELHI	8000	March 2	MOEEA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA.....	11000	April 27	May 3
DELTA	8000	April 13	MALJOJA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA.....	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of a.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71-10-0 SINGLE, £106-14-0 RETURN.

2nd £48-8-0 £72-12-0

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
NYANZA	February 7	March 22
NILE	March 6	April 13
NUBIA	April 3	May 17
SUMATRA	April 17	May 31
NAMUR	May 1	June 14
PALAWAN	May 15	June 28
BOERNEO	May 29	July 13
SYRIA	June 12	July 27
NORE	June 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

"G R A E T Z."

METALLIC FILAMENT

LAMPS

EHRICH & GRAETZ,

BERLIN S. O. 36.

Saving in current 70%



Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

Hongkong, 20th October, 1911.

BERLIN-GUBENER

HUTFABRIK ACT. GES.
VORM. A. COHN GUBEN III.

(GERMANY).

ESTABLISHED 1859.

Manufacturers and Exporters of all kinds of

FELT AND WOOL HATS SOFT AND STIFF.

DAILY PRODUCTION 24,000 HATS BY 3,500 WORKMEN.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

Hongkong, 20th October, 1911.

Hoehl

Extra Dry

gout américain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 20th October, 1911.

POST OFFICE NOTICE.

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The *Empress of India*, with the Canadian Mail, left Shanghai on Monday, the 23rd inst., at 8 P.M., and may be expected here to-morrow, at 6 A.M.The *Arcturion*, with the English Mail, left Singapore on Saturday, the 21st inst., at 6 P.M., and may be expected here to-morrow, at Daylight. This packet brings the parcels mails closed in London for despatch by the all sea route on the 20th Sept. and for despatch overland on the 27th September.The *Prinzess Alice*, with the German Mail, left Colombo on Sunday, the 22nd inst., and may be expected here on or about Thursday, the 2nd November.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar will be closed in this Office on Friday, the 10th of November, 1911, at 5 P.M. This Parcel Mail is due in London on or about the 10th of December. The subsequent Parcel Mail is not due to reach London before the 30th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents.

Parcels containing any article of Gold or Silver or Silver Mounted Goods must be insured for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same.

Regimental Buttons or Badges, Curved, Crossed or Dotted lines are not admissible. Coins must not be used for sealing.

The Clerks of the Post Office are not allowed to seal or to affix stamps on letters or parcels for the public.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

FOR	PER	DATE
Fort Bayard and Haiphong	Si-Kiang	Wednesday, 25th, 8.00 A.M.
Hoihow, Pakhoi and Haiphong	Triumph	Wednesday, 25th, 8.00 A.M.
Swatow, Amoy and Foochow	Choshun Maru	Wednesday, 25th, 9.00 A.M.
Shanghai, Kobe, Yokohama and Tokio	Hokata Maru	Wednesday, 25th, 10.00 A.M.
Keelung, Mooli, Nagasaki, Kobe, Yokohama, Tokio, Vancouver, Seattle and Portland	Lucerne	Wednesday, 25th, 1.00 A.M.
Batavia, Nagasaki, Kobe and Yokohama	Mausang	Wednesday, 25th, 11.03 A.M.
Swatow, Amoy and Shanghai	Yasaka Maru	Wednesday, 25th, 11.00 A.M.
Anping, Takao and Tamsui	Sui Tai	Wednesday, 25th, 1.15 P.M.
	Hongchow	Wednesday, 25th, 2.00 P.M.
	No. 3 Kyoyei Maru	Wednesday, 25th, 5.00 P.M.
Haiphong	Sungkiang	Thursday, 26th, 9.00 A.M.
Shanghai	Lokshai	Thursday, 26th, 11.00 A.M.
Macao	Sui Tai	Thursday, 26th, 1.15 P.M.
Swatow, Amoy and Foochow	Chinhua	Thursday, 26th, 3.00 P.M.
Singapore, Penang and Calcutta	Kwasang	Friday, 27th, 11.00 A.M.
Manila, Cebu and Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Omdurman, Melbourne, Adelaide, Perth, and Fremantle	Kwasang	Friday, 27th, 11.00 A.M.
Batavia, Cheribon, Samarang, and Sourabaya	Sui Tai	Friday, 27th, 1.15 P.M.
	Tyosaki	Saturday, 28th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Late Letters 11.00 A.M. to 11.30 A.M. Extra Postage 10 cents.)

SIBERIAN MAIL TO EUROPE

EUROPE, EGYPT, INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel Mail will be closed on Friday, 27th inst., at 5 P.M.

Manila, Cebu and Iloilo

Macao

SHANGHAI

SIBERIAN MAIL TO EUROPE

Manila, Cebu and Iloilo

Swatow, Amoy and Foochow

Manila, Cebu and Iloilo

Singapore, Penang and Calcutta

Swatow, Amoy and Foochow

Korea	Registration, with late fee of 10 cents, up to 11.00 A.M.	Registration, Kowloon B.O. ... 9.30 A.M.	No late fee. ... 11.00 A.M.
Devanka	Registration, with late fee of 10 cents up to 11.00 A.M.	Registration, Kowloon B.O. ... 9.30 A.M.	No late fee. ... 11.00 A.M.
Yuenang	Registration, with late fee of 10 cents up to 11.00 A.M.	Registration, Kowloon B.O. ... 9.30 A.M.	No late fee. ... 11.00 A.M.
Sui Tai	Registration, with late fee of 10 cents up to 11.00 A.M.	Registration, Kowloon B.O. ... 9.30 A.M.	No late fee. ... 11.00 A.M.
Anhui	Registration, with late fee of 10 cents up to 11.00 A.M.	Registration, Kowloon B.O. ... 9.30 A.M.	No late fee. ... 11.00 A.M.
Rubi	Registration, with late fee of 10 cents up to 11.00 A.M.	Registration, Kowloon B.O. ... 9.30 A.M.	No late fee. ... 11.00 A.M.
Haitan	Registration, with late fee of 10 cents up to 11.00 A.M.	Registration, Kowloon B.O. ... 9.30 A.M.	No late fee. ... 11.00 A.M.
Tamung	Registration, with late fee of 10 cents up to 11.00 A.M.	Registration, Kowloon B.O. ... 9.30 A.M.	No late fee. ... 11.00 A.M.
Choyang	Registration, with late fee of 10 cents up to 11.00 A.M.	Registration, Kowloon B.O. ... 9.30 A.M.	No late fee. ... 11.00 A.M.
Huiching	Registration, with late fee of 10 cents up to 11.00 A.M.	Registration, Kowloon B.O. ... 9.30 A.M.	No late fee. ... 11.00 A.M.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

October 24th.

ON LONDON	Telegraphic Transfer	194
	Bank Bills, on demand	194
	Bank Bills, at 30 days' sight	194
	Bank Bills, at 4 months' sight	194
	Credits, at 4 months' sight	194
	Documentary Bills 4 months' sight	194
ON PARIS	Bank Bills, on demand	229
	Credits, at 4 months' sight	234
ON GERMANY	On demand	187
ON NEW YORK	Bank Bills, on demand	44
	Credits, at 60 days' sight	45
ON BOMBAY	Telegraphic Transfer	135
	Bank, on demand	136
ON CALCUTTA	Telegraphic Transfer	135
	Bank, on demand	136
ON SHANGHAI	Bank, at sight	75
	Private, 30 days' sight	76
ON YOKOHAMA	On demand	89
ON MANILA	On demand	89
ON SINGAPORE	On demand	77
ON BATAVIA	On demand	109
ON HAIKONG	On demand	3
ON SAIGON	On demand	3
ON BANGKOK	On demand	83
	SOVEREIGNS, Bank's Buying Rate	\$10.90
	GOLD LEAF, 100 fine, per tael	\$57.20
	BAR SILVER, per oz.	\$24.5

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent
Chinese	10	\$5.82 discount
Hongkong	20	\$5.45
Hongkong	10	\$5.20

SHARE LIST—QUOTATIONS. HONGKONG, OCTOBER 24TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$870, buyers
China Borneo Company, Limited	60,000	\$12	all	\$180
China Light and Power Company, Limited	50,000	\$5	all	\$1.50
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$84
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 97
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 51
Loan-Kong-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 72
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 30
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$21 1/2, sellers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$6	all	\$6, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 59 1/2
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 86 1/2
Green Island Cement Co., Limited	400,000	\$16	all	\$4.10, sales
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$20
Hongkong Electric Co., Limited	60,000	\$10	all	\$25
Hongkong Hotel Company, Limited	8,000	\$50 1/2	all	\$119
Manila Metropolitan Hotel Limited	15,000	P. 10	all	\$12
Hongkong Ice Company, Limited	50,000	\$25	all	\$155, sales
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$200, ex div.
China Fire Insurance Co., Limited	20,000	\$100	all	\$127
China Traders Insurance Co., Limited	24,000	\$83.33	all	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$350, sellers
North-China Insurance Co., Limited	10,000	\$15	all	\$5
Union Insurance Society, Limited	12,000	\$250	all	\$10
Yangtze Insurance Association, Limited	12,000	\$100	all	\$225, @ Ex 75
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$104
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, sellers
Kowloon Estate and Finance Co., Ltd.	6,000	\$50	all	\$23, sales & bu.
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50	all	Tls. 104
Shanghai Land Investment Co., Limited	12,500	\$50	all	\$47
West Point Building Co., Limited				
MINING.—				
Société Française des Charbonnages de Tonkin	16,000	P. 250	all	\$700
Bamb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4 1/2, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2
Philippine Co., Limited	50,000	\$10	all	\$1, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$135, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$56, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11 1/2
Douglas Steamship Co., Limited	20,000	\$50	all	\$21 1/2
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$59.50, @ Ex 10
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	\$1/-, buyers
Star Ferry Company, Limited	2,500,000	\$1	all	\$27
South China Morning Post, Limited	10,000	\$10	all	\$5
Steam Laundry Company, Limited	10,000	\$25	all	\$25
STROPS AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4
Watkins, Limited	10,000	\$10	all	\$23
A. S. Watson & Co., Limited	90,000	\$10	all	\$5 1/2
Weissmann, Limited	3,000	\$10	all	\$15
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$4
Union Waterboat Co., Limited	100 shares	\$10	all	\$500
RUBBER.—				
Para Rubber in London				4 1/2 per lb., sellers
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

W. H. ALLEN, SONS & CO., LTD.

QUEEN'S ENGINEERING WORKS, BEDFORD.

Makers of

THE "CONQUEROR"

Centrifugal, Pumping Machinery,
Ordinary and Turbine Type,
Steam, Motor and Belt Driven.

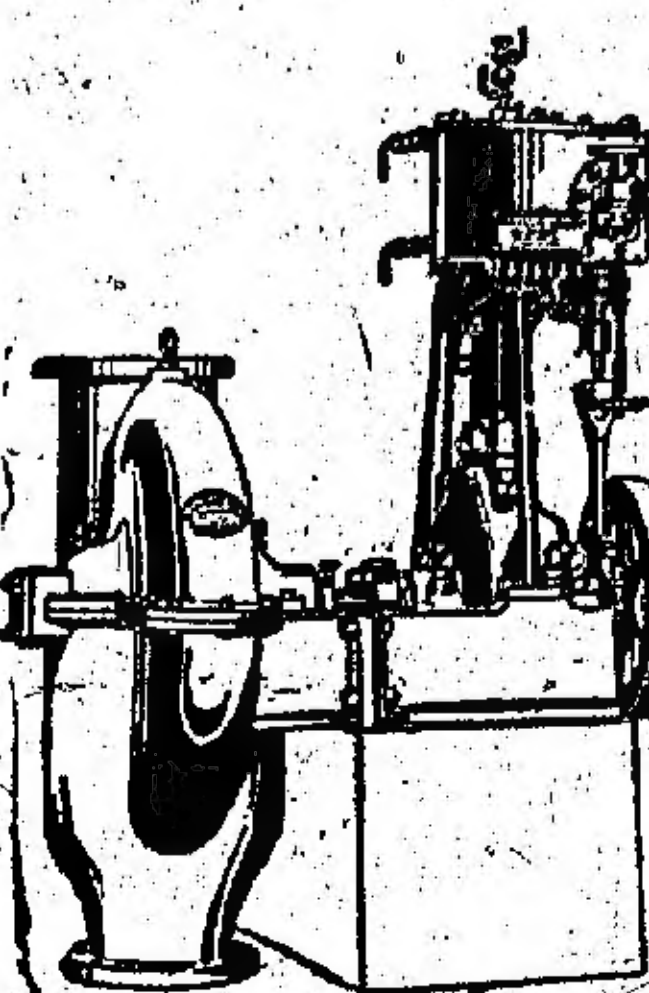
High Efficiency Condensing Equipment.

ENCLOSED ENGINES
Marine Installations in Combination with
Dynamos, Pumps and 1 as.IRRIGATION and Drainage Pumping
Machinery.

SOLE AGENTS.—

WILLIAM C. JACK & CO., LTD.,

14, DES VOUX ROAD, CENTRAL, HONGKONG.



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